

Transit Oriented Development in Downtown Framingham

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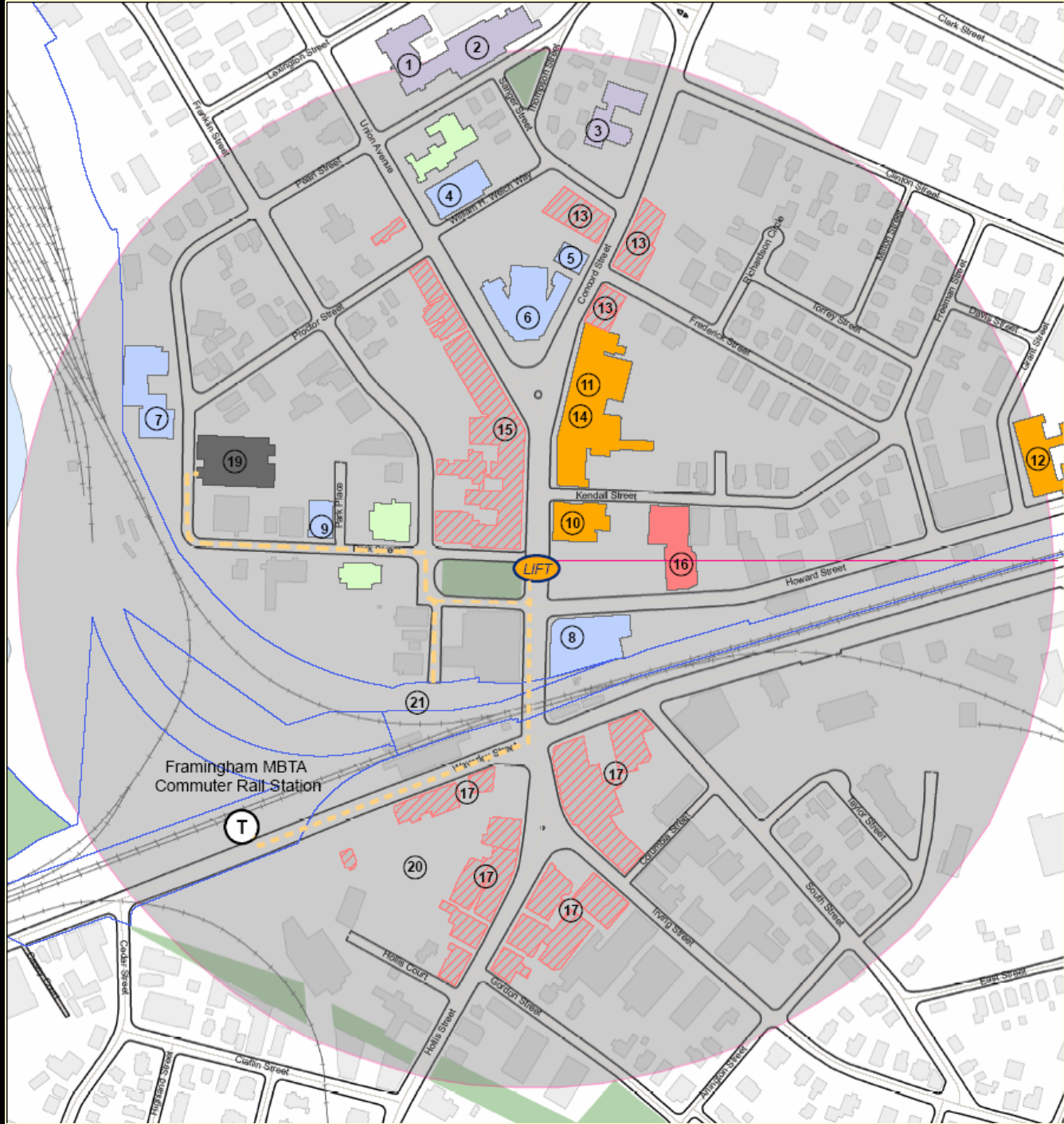
Director of Planning & Economic Development

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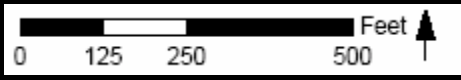
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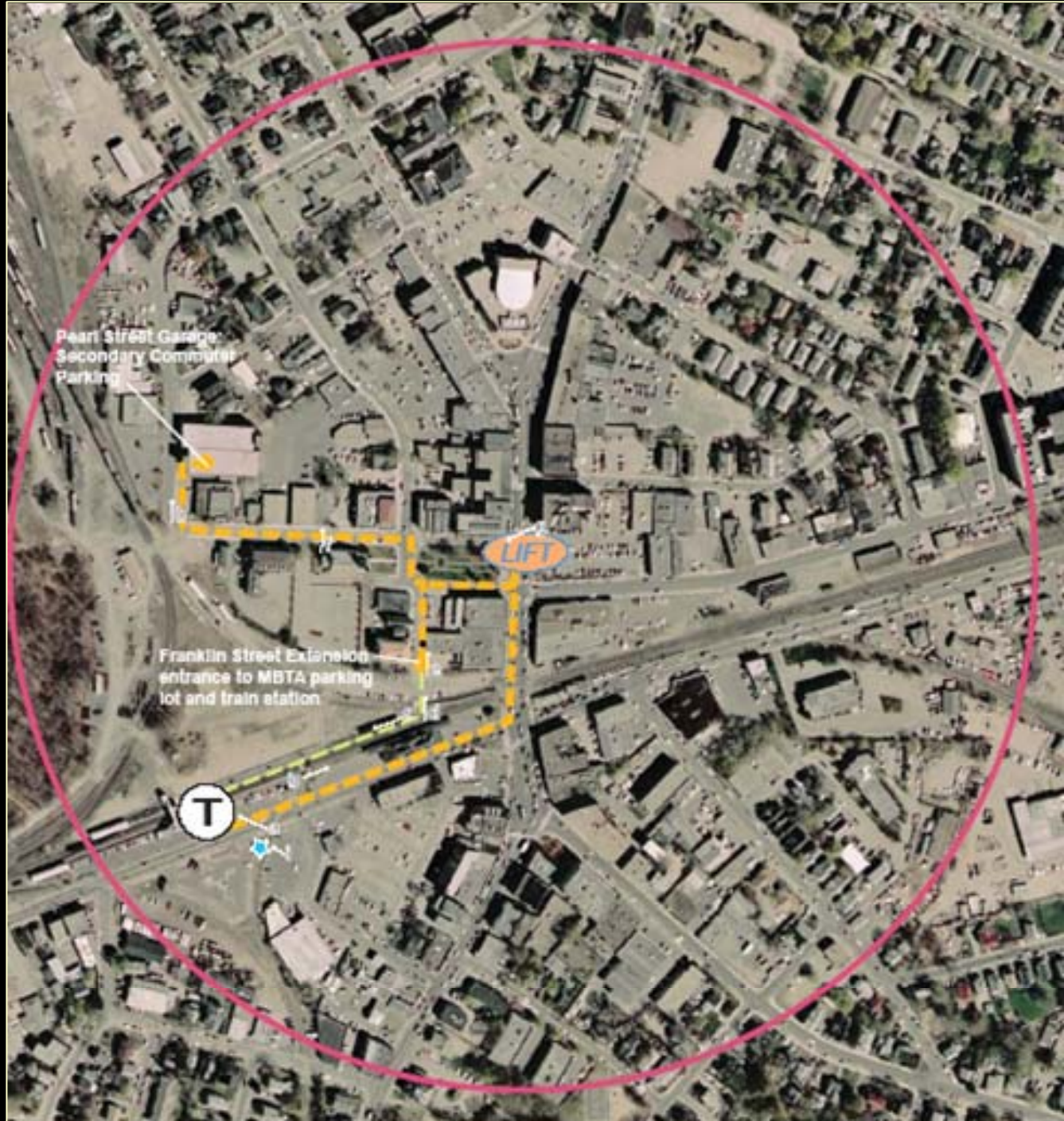
Demographics

- 67,000 population
- 26 square miles with several villages
- Very diversified ethnically
- Large undocumented population may drive real population to 80,000
- Regional employer and regional malls add to daytime population of 76,293
- Framingham State College, Mass Bay Community College, and Clark University branch Campus
- Urban (Golden Triangle), Suburban and Rural Sectors all in one town



- TOD area
- Cultural
- Services
- Mixed Use/Residential
- Commercial-Small Offices and Local Retail
- Commercial-Retail Destinations
- Parking Garage
- Churches
- MBTA Station Parcel Boundaries
- Proposed pathways for pedestrian improvements





LIFT Public
Transit System
Hub



Framingham
Commuter Rail
Station



New Bicycle
Lockers



TOD area radius



Proposed Pedestrian
Pathways



Existing walkway and
platform between
MBTA commuter
parking lot and train
station



Transportation System

- Downtown Train Station servicing MBTA, CSX, and Amtrak
- Regional Highway Nexus
 - MA Pike – 2 entrances
 - Rt.9
 - Rt.135
 - Rt.126
 - Rt.30
- LIFT Bus System
 - 200,000 trips/year
 - Bus Hub in Downtown
- Elder Transportation Programs
 - Busy Bee
 - Tommy's Taxi



Historic Downtown Framingham Train Station



Framingham MBTA Commuter Rail Station



LIFT Downtown Station

Mixed Use Zoning

- Committee formed 1999
- Bylaw passed December 2000
- Shared parking among uses
- Multi-family residential units normally require 2 spaces/unit plus guest parking
- Mixed Use can be as low as 1.25

Mixed Use Zoning

- First floor retail-housing on upper floors or in back
- Design Standards referenced in bylaw
- 10% affordable units
- By special permit thus we can negotiate up to 6% of projected cost for OFFSITE mitigation
- 6 stories by right

Transit Oriented Developments



Kendall Hotel Conversion
25 Condominiums
1st Floor Retail



Adjacent to LIFT
2 blocks from Commuter Rail



**Dennison Triangle
160 condominiums**





**Dennison Triangle
160 condominiums**

The Arcade



290 Rental Units
20% Affordable Units

Pedestrian Scale TOD Objectives

- Connect housing to train station to support lowered parking standards
- Link LIFT bus hub to MBTA station
- Better link parking garage to station and make garage a part of CBD
- Provide bike racks and lockers throughout downtown and on LIFT buses
- Ensure sidewalks link station to rest of downtown
- Improve streetscape especially landscaping
- Utilize 2 National Register districts in Downtown to establish historic character



Pearl Street Municipal Garage Vehicle Entrance



Pearl Street Municipal Garage Pedestrian Access to Downtown



Pearl Street Municipal Garage Pedestrian Access to Downtown



Franklin Street Entrance to MBTA station



Franklin Street Entrance to MBTA Station



MBTA Station Looking East

Summary

- TOD has been done on a suburban scale as Framingham did not grow until the 1950's with post WWII subdivision
- We have done our work without benefit of state and Federal grants
- Run our own bus system for 8 communities-50% through property tax
- Used comprehensive approach
 - Zoning
 - Design
 - Parking
 - Linkages to everything
 - Mixed-Use projects